

THE BLOOMFIELD CITIZEN.

SATURDAY, NOVEMBER 17, 1888.

The New Township Government.

Numerous inquiries have been received regarding the new township government, under the provisions of an act passed by the Legislature last winter. A careful perusal of the law itself, contained in THE CITIZEN of Oct. 6th, will convince the reader of the advisability of taking advantage of the new law at the earliest opportunity. But for the sake of those who lack time and patience to wade through the many be it enacted we shall point out once more some of the main features of the Act.

Judging by the election return, Bloomfield must now have a population of about eight thousand; improvements are extending in every direction, and there is an amount of business to be transacted by the Township Committee of the present day, which its predecessors of ten years ago, never dreamed of. The demands made upon the Township Committee of Bloomfield, are those made upon the common council of a city, and all its executive departments, and with very few legislative facilities for answering the demands made.

The number of committeemen is too small for the work to be done, and the township governmental machinery hampers effective administration at every step.

If Bloomfield were divided into four wards under the provisions of the new law there would be nine committeemen; this in itself would give much-needed relief. But each ward elects two committeemen from among its own residents. This would give territorial representation which is so loudly and incessantly demanded, and might, who knows, put a stop to the extension on the part of each district that it is utterly neglected.

The liquor traffic, within the township, would be placed entirely under the control of the township council, the law reading that they shall have power "to regulate, license or prohibit inns, taverns, and restaurants, and the sale and transfer of spirits, or other strong or intoxicating liquors, and to fix and prescribe the terms and conditions upon which licenses for such purposes shall be granted, and to provide for the revoking and annulling of licenses for violation of such conditions." This is enough, all by itself to cause all good citizens to unite in demanding the adoption of the new government.

It is provided that there shall be a recorder, who shall have jurisdiction over all offenses against ordinances of the town. This would afford means for the swift and sure punishment of all those petty crimes and misdemeanors that cause most of the annoyance to law-abiding citizens. Murder and arson are rare crimes in Bloomfield, but disorderly conduct of all sorts and kinds is much too common for perfect peace and comfort. If some upright citizen were sitting in the seat of recorder, administering justice with a firm and impartial hand, a marked improvement would be noticed.

Full control of the streets and highways is given to the council, including the planting and care of shade trees, the enforcement of the removal of the ice and snow from sidewalks; the use of the streets by all sorts of vehicles. The police and fire department are carefully provided for, one provision being that the chief of the fire department shall be elected by the members thereof, under rules prescribed by the council.

There are provisions also for grading, and paving streets, and sewerage. The appropriating and providing for raising by taxation monies for the following purposes, is given to the town council: lighting streets, police department, fire department, regulating, cleaning and keeping in repair streets and highways, repairing of public buildings, relief of the poor, payment of interest, general and incidental expenses of the town, support of schools, sinking fund required to be raised for the payment of a township debt; and no appropriation can be made or ordered for any other purpose, except by a majority of the voters of the town, voting at an annual election.

It is thus seen that the appropriations for the ordinary expenses of the town are to be made by the council instead of the people at large, but that any unusual expense must be provided for by a vote of the people at the annual election. We believe the power of appropriating money to be raised by taxation, will be lodged in a safer place under the new law than under the old. It is a kind of business much more likely to be wisely and safely transacted by nine selected citizens on careful consideration, than by four hundred amidst the confusion of a public meeting. There are many other good points in the law which shall receive our further consideration. The first thing necessary is a petition signed by fifty freeholders, to the Township Committee, requesting the holding of a special election to decide upon the

adoption of the new government. Let it be presented at the meeting next Wednesday evening. There are rumors that efforts will be made this winter to repeal the act, so no time must be lost.

Launch of a New Type of Ferry Boat.

On Thursday, Oct. 25th, a double-ended propeller, designed for service on the Hoboken and New York ferries, was launched at the ship yards of Thos. C. Marvel & Co., Newburg, N. Y. While not in all respects a novelty, the boat marks a distinctly new departure in naval engineering. Hitherto all the ferry boats in these waters have been driven by side wheels. These lend themselves very perfectly to double ended propulsion, it being practically immaterial as regards the perfection of their action whether they drive the boat in one direction or the other.

In the new boat the motive power of the screw has been adapted, and has been applied to the same type of vessel. A shaft is carried the entire length of the hull, emerging at each end. To each of the ends a screw, both of identical pitch and diameter, is secured. In advance of each screw a rudder is placed, provided with the usual pin for holding it fixed when made to constitute the bow end of the boat. As seen from the outside, each end of the vessel appears precisely like the stern of an ordinary propeller.

A single engine is provided to drive the screws. Both, therefore, have to rotate together and at exactly the same speed. They propel the boat by the pulling action of the leading wheel and the pushing action of the rear one.

By their use several important results are achieved. The most obvious one relates to the increase of speed. Her engines will be entirely under deck, a space of two feet intervening between their highest parts and the deck planks. The smoke stack is to be elliptical in section, to save width. On account of these features of construction, the central deck house will be two feet narrower than the usual ones, and about two-thirds of their length. The cabins will be unobstructed by the paddle boxes. The narrow gangway leading fore and aft will be disposed of, and the area will be clear of encumbrance from front to rear. These changes, it is calculated, will give an increase of capacity of twenty per cent for trucks and carriages and thirty-five per cent for passengers.

It has been found by experience that a tug boat can cope quite as well with the ice that packs in the ferry slips, and one has often been used for the purpose of clearing them of ice. The new boat will, it is anticipated, prove most effective in this regard. Paddle wheels can only drive ice about twenty feet, but screws are far more effective. As the new vessel enters a slip, her forward screw will start current of water that will carry the ice past her sides, to be driven out into the river by her after screw.

This is not the first boat of her class, if the term is broadly interpreted. A single ended boat, with bow and stern screw, has been recently put in use at Detroit. It works, however, on a different principle from that of the new ferry boat. The Detroit vessel's after wheel is larger than the forward wheel, and each is driven by independent engines. Normally both are turned in the same direction. When ice is encountered the forward wheel is reversed, and the vessel is propelled by the differential action of the larger and small wheels. The smaller forward wheel forces currents of water out from the bow that clear the ice so effectively that the boat can go steadily through a field of considerable thickness. Double-screwed boats, with independent engines for forward and after screws, have also been used on the Mississippi. These were not double-ended. They were found to injure the levees, and were finally discarded from regular service, and were used to clear the channels in the carrying out of the levee's successful project.

Thus the new vessel is of distinct type. As seen on the ways, her model was characterized by fine lines, her ends being very sharp, giving good entrance and run. She is two hundred feet long, sixty-two feet over the guards, thirty-two feet width of hull, seventeen feet deep, and will draw from nine and a half to ten feet of water. She is of steel throughout. The hull is built up of twenty-three eight feet diameter by twenty-three feet long, to work at 160 lb. pressure. Her engine is of twenty-four inch stroke, triple expansion, with eighteen and one-half, twenty-seven, and forty-two inch cylinders. The shaft varies from 8 1/2 to 8 3/4 inches. The screws are of eight feet diameter and nine and one-quarter feet pitch. They are alike on both faces, so as to cut both ways with equal efficiency. She was christened the Bergen.

Col. E. A. Stevens and Capt. C. W. Woolsey, of the Hoboken Land and Improvement Company, were the originators of the idea, and anticipate a better winter from the Bergen than any vessel now afloat can render. Our thanks are due to them for their courtesy in giving us all the information attainable about their new and yet unfinished vessel.—Scientific American.

THE Thomas Concerts.

The sale of tickets and the selection of seats for the series of five concerts to be given by Theodore Thomas and Orchestra at Orange Music Hall, on Nov. 23d, Dec. 30th, Jan. 17th, Feb. 21st, and March 21st, will begin at the Hall on Saturday morning, Nov. 17, at 7 o'clock.

Tickets for the Course \$5 and \$7.50. Single Tickets \$1.50, including Reserved Seat.

MR. RAPHAEL JOSEFFY will be the soloist at the first Concert, on Nov. 23rd.

Curious Case of Insanity.

"Well, yes," said a well known medical practitioner, who lives within the walk of the city hall, "I do meet some very curious cases and people sometimes. I can hardly say I have ever seen, but a lady I am attending is suffering from a form of lunacy for which I can find no precedent. She thinks she is being starved to death and neglected by her relatives, who are in reality most devoted to her. She is about 40 years old, and not very long ago was quite a pretty little woman. Today I suppose she weighs 250 pounds, and has the most enormous and unnatural appetite you ever heard of. She has five grown up children and lives with a married daughter.

"I have known her wake up the entire household in the middle of the night and demand food and milk. While eating it she wept and declared that her inhuman daughter was trying to starve her. It would have been laughable, but for the pathos of it all, to see this immensely stout lady seated on the floor, shoveling rice into her mouth with one hand, while with the other she wiped away the tears that the supposed cruel conduct of her daughter had caused to flow. When asked to eat a single morsel of food she refused to do so, and in a devoted mother and estimable lady. The least delay in attending to her cravings transforms her into a dangerous lunatic. She storms, shouts, and will attack any one. She will never be cured, but, except as to her food, her sanity is absolute.—Brooklyn Eagle.

Ancestors of the English. England and the English do not, after all, derive their name from the Angles, according to the long rooted tradition, so declares a German government professor, Dr. Benning. After extensive researches, he has discovered that the word "English" originates from the "Engern," a numerous and powerful Saxon race living near the banks of the Weser, on the North sea. This theory rests also upon the authority of the old British monk Gildas, who lived much earlier than Bede, and who speaks only of the Saxons who colonized Britain. Further, Dr. Benning points out that our supposed forefathers, the Angles, dwelt on the Baltic, further off, and that their country was much smaller than the land of the Engern.—Frank Leslie's.

Novel Railway in Switzerland. A Swiss engineering novelty—hitherto considered an impossibility—is an inclined railway on which the cars are drawn by cable round a curve. From the Lake of Lucerne the track curves upon an angle of 112 degrees to the summit of the Burgstock—1,520 feet above the lake and 2,860 feet above sea level. The line is 3,050 feet long, and commences with a gradient of 32 per cent, which increases to 68 per cent for more than half of the distance. The motive power is electricity, generated by two twenty-five horse power dynamos, worked by a water wheel three miles away.—Aikansaw Traveler.

To Have a Public Laundry. The English people, in view of the vice and destitution existing in the lower quarters of London, which has been brought to public attention lately on account of the Whitechapel murders, are considering the question of erecting an immense public laundry, which would provide work for these classes, and intend to establish lodging houses for their protection and support.—Chicago Herald.

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